



FAA ALASKAN FLYER

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FLIGHT STANDARDS DIVISION

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Laurel Davis

Master Pilot Awards in Juneau



Picture Left to right: Layton Bennett (Master Pilot Awardee), Steve Thompson (Master Pilot Awardee), Nicholas Sabatini (FAA Associate Administrator for Regulation and Certification), Kenneth Eichner (Master Pilot Awardee), Kenneth Loken (Master Pilot Awardee), Mike Barton (Alaska Transportation Commissioner), and Patrick Poe (FAA Alaskan Region Administrator)

The FAA's newest and very prestigious award category is the Wright Brothers Master Pilot Award. Like The Charles Taylor Master Mechanic Award which recognizes mechanics that have 50 or more years of being a mechanic, this award recognizes individuals who have at least 50 consecutive years of flying.

The first Master Pilot Award in the country went to Alaska's beloved statesman, **Tom Wardleigh**, who we sadly lost earlier this year. Mr. Wardleigh was a fearless advocate for Alaska aviation. He was the Founder of The Alaskan Aviation Safety Foundation, an organization that is dedicated to improving safety in Alaskan aviation. Mr. Wardleigh's interest in aviation began in 1943 as an apprentice mechanic for Pan American Airlines. He reached into so many lives through the 'Hanger

Flying', show, and gently reminded us to put safety first. FAA Administrator Marion Blakey said of Mr. Wardleigh earlier this year, "As a pilot, a citizen and a partner, you have served your nation well," Well, indeed. Tom will be missed but his legacy continues on in all of us.

Another Alaskan Master Pilot first is **Ginny Hyatt** who is Alaska's first female recipient of the Master Pilot Award. She accepted her Award from Mr. Pat Poe, Alaska's Regional Administrator and Mr. John Duncan, Alaskan Region Flight Standards Division Manager, November 6th at the Anchorage Aviation Fall Seminar for her continued and unstinting work in aviation safety. She accepted the award in front of all her adoring fans. She, along with Tom Wardleigh have dedicated so

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**John Duncan, Alaska Region Division Manager, Ginny Hyatt, Pat Poe
Alaskan Regional Administrator**

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much of their lives to the Alaskan Aviation Safety Foundation, and Ginny is the soul of that organization today. For my part I always thought 'Tom & Ginny' were one word! Virginia "Ginny" Hyatt is still the Secretary of the Executive Committee of the Board of Directors for the Alaskan Aviation Safety Foundation. She has been the rock of the Foundation and lives for promoting aviation safety in Alaska. Prior to that she was the Safety/Aviation Manager for the U. S. Fish and Wildlife Service, Alaskan Region and she retired in 1992. She learned to fly in Indianapolis, Indiana in 1946 and became a partner in a small rural airstrip. Active in the '90s, member of AOPA since the early days, and owner of several airplanes over the years she is still a strong proponent for general aviation in Alaska. She was awarded the FAA's Wright Brothers Master Pilot award for her continued and unstinting work in aviation safety. She is a much loved and respected member of the aviation community in Alaska and countrywide.

Earlier this year we had the pleasure of a visit from Mr. Nicholas Sabatini, the FAA's Associate Administrator for Regulation and Certification. Mr. Sabatini is an active pilot himself, and the highlight of his trip was to bestow the honor of presenting The Wright Brothers Master Pilot Award to four gentlemen in Juneau, and three gentlemen in Anchorage this past August.

On August 2nd 2004, four southeast pilots received the coveted Master Pilots Award. The southeast Alaska award ceremony luncheon was held to honor these pilots for fifty plus years of safe flight operation.

Among those receiving awards were, **Layton Bennett, Ken Eichner, Ken Loken and Steve Thompson.** Regional Safety Program Manager, Kieran O'Farrell, gave opening comments and introductions. FAA Alaskan Regional Administrator, Pat Poe, presented the salutatory address. Alaska Transportation Commissioner Mike Barton spoke of aviation in Alaska being a major form of transportation. FAA Associate Administrator

for Certification and Regulation, Nicholas Sabatini conducted the presentation of the awards presenting the Master Pilot Award to the pilots and a spouse's pin to the pilot's wives.

Layton Bennett owns LAB Flying Service and has flown most of his life. He began flying in 1942 patrolling an Army fuel pipeline between Haines and Fairbanks, which was hazardous work. He is credited with launching hundreds of aviation careers, and continues to mentor the many young pilots that come to work for LAB every year. Mr. Bennett is still flying routinely today.

Ken Eichner has a sixty-year career of flying behind him. He began flight training in 1944 hoping to fly for the military during WWII. He worked for Temsco from 1960 to 1990 becoming president of the company in 1965. He is credited with launching countless search & rescue missions. Ken retired from the flying industry in 1990, but remains an active pilot today.

Ken Loken told us that working with people is more challenging than the unstable weather conditions in southeast Alaska. In June of 1966, two bank robbers hijacked him. He told the hijackers that he needed to land and get fuel. Once the hijackers were out of the airplane he took off, stranding them on an island near Ketchikan, and alerted the authorities. The police arrested the culprits the same day.

Steve Thompson was hired by Piedmont Airlines at nineteen and was believed to be the youngest pilot working for a major airline. The highlight of his career happened in 1983 while piloting an L-1011 safely back to Miami after the plane lost all three engines due to an oil loss. He was able to restart the #2 engine only long enough to get the airplane to the runway. Steve has fifty-two years of safe flying to his credit. He currently works for Chelton Flight Systems on the Capstone project in Juneau.

In Anchorage, Alaska, on Wednesday, August 4, the FAA's Alaskan Region honored three Alaska pilots with the Wright Brothers' Master Pilot Award, as the kickoff to Alaska Aviation Safety Month. Nicholas Sabatini presented the awards to **Hermann Ruess, Thomas Laughead and John A. Bush.** The presentation was made at a reception sponsored by the Alaska Aviation Coordination Council at the Alaska Aviation Heritage Museum.

John Bush used his GI Bill to finance an aviation career that began in 1948. He flew the DC-3 for Reeve Aleutian Airways and later flew for Pacific Northern and, North Central Airlines. He also worked for Boeing. His second career after retirement was as a pilot for Security Aviation. He has more than 27,000 hours of flight time.

Tom Laughead, an Air Transport Pilot with a long list of ratings, has flown for Eastern and United as well as the former Alaskan carrier, Wilbur's Aviation. He has been a designated

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flight examiner and an aviation safety counselor for the FAA. He is the author of "Ultimate Mountain Flying Course".

Swiss native **Herman Reuss**, moved to Canada to learn to fly in the 1950s. He served in the U.S. Air Force at Elmendorf AFB and went on to work for Boeing while earning a degree in mechanical engineering that led him to working at Los Alamos Laboratory. He returned to Alaska to fly for the U.S. Fish and Wildlife Service, Evergreen Aviation and a host of others.

The presentations are among a series of events calling attention to aviation safety in Alaska and encouraging the continued success of efforts to reduce aviation accidents.

In Fairbanks, November 30th a banquet was held to honor eight Wright Brothers Master Pilot Recipients:

Richard Wien began flying in 1951 and after acquiring all the necessary qualifications he began working as a pilot for Wien Airlines. He was soon the chief bush pilot for Wien, based in Bettles, Alaska. Together with his brother Merrill and other investors he formed a small helicopter company, Merric. Since 1981 Richard has served on the Alaska Airlines Board of Directors and currently serves as Chairman of the Board.

Randy Acord has an extensive collection of Alaskan aviation history. During the winter of 1943, he was project officer for testing a set of retractable skies attached to the P38J-LO, "Lightning". In 1947, he was one of two owners of the only Bonanza aircraft in Fairbanks. Randy's participation was instrumental in finding a suitable location for the Fairbanks International Airport, by taking aerial photography of Fairbanks during the flood of 1948.

Dick McIntyre started his career in the lumber business in Kentucky. When Japan attacked Pearl Harbor in 1941, he enlisted in the military and trained as a bomber pilot. In the summer of 1950 he and his family returned to Fairbanks where he started two businesses, Frontier Flying Service, a guide service, and a sporting goods store. Two of his most memorable guide customers were General Curtis LeMay and Prince Burnhart.

George Clayton grew up in a family of aviators. Some of his earliest memories are of flying with his parents while they conducted barnstorming flights over Long Island. His father flew the plane while his mother daringly played the role of wing walker. In 1944 he met Virginia June Merrill, a flight instructor at the Top of the World Flying School in Fairbanks. Virginia taught him to fly and later became his wife. He was a flight instructor for Fairbanks Air Service, and Northern Consolidated Airways, and in 1950, went to work for Wien Air Alaska, where he retired from in 1980.

Bud Helmericks grew up on a farm in Illinois. When he was about 12 years old, his uncle brought him to Alaska where he worked for the Alaska Railroad. When the war came he joined the Army. After that he learned to fly in a 65 horsepower Taylorcraft. In 1953 he married the love of his life, Martha. Together they raised a family on a homestead on the Colville River Delta, where he spent many years guiding for game and serving as deputy game warden. Pilot, author and film producer, Bud credits his success to his wife, who claims, "He is the most wonderful person in the world."

Jim Drew had little interest in aviation until his military service in 1952. Jim was trained as a fighter pilot and served in the U.S. Air Force and the Air National Guard until retiring from the military. Jim began civilian flight instruction in Fairbanks in 1991. He is an active flight instructor today, and was just rewarded the Flight Instructor of the Year!

Syd Stealey's interest in aviation developed early when he first saw a picture of the 'Spirit of St. Louis'. He began his flight instruction as a senior in high school. He soloed in 1945 in an Aeronca C-3. In 1958 he flew a 1934 Monocoupe to many Alaskan villages and fish camps while employed in a vocational rehabilitation program. Syd practiced dentistry in Fairbanks for many years and is now enjoying retirement. He has owned more than 50 aircraft and has rebuilt and restored several of them.

Merrill Wien was practically born in airplanes. As an infant he traveled in his parents' airplanes to air shows, tucked safely in a laundry basket. At age 8 he was in the right seat of a Ford Tri Motor, and at 10 his father had him flying a J3 Cub. Merrill had an illustrious career flying for the airlines for 34 years. In 1990 he retired from scheduled airline flying. He still remembers his father's practical advise to him, "Remember, always bring the airplane back". He is currently flying his Seneca, a T-6 and his Stearman.

All of these pilots have enjoyed long, colorful and exciting aviation experiences. They opened up the doors for all of us who have followed, so if you run into one of these special people, from the 'Greatest Generation,' thank them. They will probably reward you with a humorous story or a safety tip that could be invaluable to you one day.

*"There are Old Pilots
and there are Bold
Pilots...
But there are no Old,
Bold Pilots..."*



THE FAA, ALCOHOL, DRUGS, AND YOU

SO YOU GOT A DUI OR DWI AND YOU HOLD A FAA CERTIFICATE – WHAT SHOULD YOU DO?

Kieran O'Farrell
Regional FAAS Team Manager

A fine young man who flies for a living called my office last week very upset and worried because he got “A real bad letter from the FAA.” I asked him what happened and he told me that earlier in the summer he had gotten a DUI, but it had been mitigated to a ‘Refusal’, and because of that he did not feel that he had to report it. I have no doubt that he genuinely believed that he did not have to report it. The problem is that FAR 61.15 (d) is a very obscure and convoluted regulation and unfortunately this regulation has caused a lot of problems for pilots. Pilots need to be more informed of it. This regulation requires a pilot to report to the FAA any so-called “motor vehicle action” involving alcohol or drugs, in which the pilot becomes involved.

I think the confusion stems from three factors. One certainly is the obscurity of this regulation, so much so that this is a regulation people within the FAA are confused about it. Most of our aviation regulations are common sense, and understandable to pilots. It is hard for pilots to imagine that something that happens to them as a driver of a motor vehicle should trigger a reporting requirement to the Federal Aviation Administration. Many conscientious pilots, if they ever knew of the requirement, have forgotten it, or do not understand it.

The second factor is that the regulatory definition of “a motor vehicle action” is much broader than a reasonable person may believe. It not only includes the *conviction* of operating a motor vehicle while “intoxicated” by alcohol or a drug (or impaired, or “under the influence”), but it includes *any* action against a driver’s license related to alcohol or drugs, including suspension, revocation, cancellation, and denial. In the State of Alaska if a driver fails a chemical test (has a test of 0.08% B.A.L. or greater) or refuses to take a chemical test, the law enforcement officer will seize the driver’s license and give the driver a “Notice and Order of Revocation.” That notice informs the driver that the driver’s license or privilege to drive will be revoked by DMV on the eighth day following the arrest. This is an *administrative action*, and must be reported to FAA Security, and forevermore needs to be reported on the medical application, *regardless* of the outcome in court.

The third factor is that the requirement is easily confused with a similar, *but not identical*, reporting requirement on the application for an airman medical certificate. Many pilots have reported their “motor vehicle actions” on the medical application, only to be faced with FAA enforcement because reporting to the FAA on the application does not technically comply with FAR 61.15

Remember how it went:

You called the local TV lawyer who says any DWI any time \$199.95.

He said, “This is your first DWI, no problem”.

At the end of the case, he says you are clean, no conviction.

WRONG!!!

Pilots need to realize you *still* have to report the event to the FAA within 60 days. (No, you cannot wait until your next medical, and you have to report it again then as well). The FAA checks the National Drivers Registry which keeps track of so-called “problem drivers” and gets all the latest information about DWI and DUI’s, not just convictions, but failed and refused breathalyzer and similar tests.



One of the first things to realize is what the regulations require. You must report the administrative suspension of your driver’s license (which is nearly universally automatic after a failed Breathalyzer test). Anything involving your driver’s license, which is, an: administrative action, denied, suspended, cancelled, revoked, or resulted in attendance at an education or rehabilitation program, or any of the above penalties for refusal to submit to the testing. FAR part 61.15 provides as follows:

§ 61.15 Offenses involving alcohol or drugs

(a) A conviction for the violation of any Federal or State statute relating to the growing, processing, manufacture, sale, disposition, possession, transportation, or importation of narcotic drugs, marijuana, or depressant or stimulant drugs or substances is grounds for:

(1) Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to one year after the date of final conviction; or

(2) Suspension or revocation of any certificate, rating, or authorization issued under this part.

(b) Committing an act prohibited by § 91.17(a) or § 91.19(a) of this chapter is grounds for:

(1) Denial of an application for a certificate, rating, or

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authorization issued under this part for a period of up to 1 year after the date of that act; or

(2) Suspension or revocation of any certificate, rating, or authorization issued under this part.

(c) For the purposes of paragraphs (d), (e), and (f) of this section, a motor vehicle action means:

(1) A conviction after November 29, 1990, for the violation of any Federal or State statute relating to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug;

(2) The cancellation, suspension, or revocation of a license to operate a motor vehicle after November 29, 1990, for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug; or

(3) The denial after November 29, 1990, of an application for a license to operate a motor vehicle for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug.

(d) Except for a motor vehicle action that results from the same incident or arises out of the same factual circumstances, a motor vehicle action occurring within 3 years of a previous motor vehicle action is grounds for:

(1) Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of the last motor vehicle action; or

(2) Suspension or revocation of any certificate, rating, or authorization issued under this part.

(e) Each person holding a certificate issued under this part shall provide a written report of each motor vehicle action to the FAA, Civil Aviation Security Division (AMC-700), P.O. Box 25810, Oklahoma City, OK 73125, not later than 60 days after the motor vehicle action. The report must include:

(1) The person's name, address, date of birth, and airman certificate number;

(2) The type of violation that resulted in the conviction or the administrative action;

(3) The date of the conviction or administrative action;

(4) The State that holds the record of conviction or administrative action; and

(5) A statement of whether the motor vehicle action resulted from the same incident or arose out of the same factual circumstances related to a previously reported motor vehicle action.

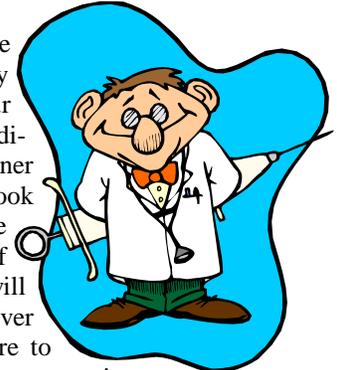
(f) Failure to comply with paragraph (e) of this section is grounds for:

(1) Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of the motor vehicle action; or

(2) Suspension or revocation of any certificate, rating, or authorization issued under this part.

What happens when you report your first DWI to the FAA?

NOTHING! No I am not kidding! The FAA looks for trends and typically they will take no action for the report of your first DWI or DUI. During your next medical exam your Aviation Medical Examiner ("AME") is going to ask about it and look at the issue to see if you are a substance abuser or show signs of a pattern of abuse. But as a general rule the FAA will give you a pass on the first DWI, however they *will not* give you a pass on failure to report it. The entire FAA compliance process is based on truthful and accurate information and make no mistake, if they believe you have made a false statement, they are mandated to proceed with enforcement. It may take them a while to catch it, but eventually they will catch it.



Alcohol Related Motor Vehicle Convictions

The most important thing to remember about alcohol offence violations, is that the FAA is looking for trends. Normally a single instance of alcohol offence (a single DWI) is not enough indication that you have a serious problem with alcohol for the FAA to take action. The FAA needs to look for trends to be able find problem offenders. They already use pre-employment, random and post accident testing to follow the activities of airline and other commercial flight personnel very closely. The only way to attempt to promptly identify problems is to require that you provide information to them voluntarily.

Why would you ever report a DWI to the FAA? The answers lies in the fact that the penalties for your failure to report are very severe, thus designed to get you to report voluntarily. If you have a DWI, the FAA believes that you may or may not have a substance abuse problem, but if you fail to report it, so that they can make that evaluation, it has the appearance you are lying to them directly (or lying by omission). A lack of truthfulness undermines the entire system of the FAR's here in the U.S., i.e. that of voluntary compliance to the regulations.

More Information On The Process

The National Drivers Registry (the "NDR") is a part of the U.S. Department of Transportation. It was created by Congress to help the states identify so-called "problem" drivers. These drivers would often lose their licenses in one state and then simply move to another state and get a new driver's license. The NDR was a way for the states to gather information on problem drivers. These drivers include people with multiply serious moving violations, serious and fatal accidents and all driving under the influence cases (we will only talk here about alcohol, not drugs).

The FAA wanted information about what was really going on with some drivers. They knew that good lawyers and a clogged

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In Pursuit of Nothing; The Subtleties of Safety



Local Pilots Page

Burke Mees
Alaska Airlines Pilot

In the unimproved environment where we operate seaplanes, we are confronted with numerous, often-complex safety decisions, which usually involve some sort of trade-offs. While it is satisfying to exercise good judgment when weather conditions deteriorate, the resulting turn around usually incurs great inconvenience. As satisfying as it is to know that your airplane is in good shape, it is unpleasant to pay the high prices of preventative maintenance, or to do a complete preflight in the cold and rain. As fulfilling as it is to avoid some potential hazard by making the safe decision, there are usually consequences to a safe decision in the form of inconvenience. Also this trade-off is unbalanced; the less-safe choice seldom results in catastrophe while safe choice consistently results in inconvenience. The inconvenience resulting from a safe decision is seldom seen as justified since the result of a safe decision is that nothing happens. Because of this, the odds encourage cutting corners.

I gained some insight into this from a National Transportation Safety Board investigator. In the mid 1990's, the NTSB was preparing a report on landing areas in Alaska and one winter day I had one of their investigators as a passenger on the scheduled flight to Elfin Cove. Elfin Cove is a small fishing community in Southeast Alaska, and as landing areas go, it isn't one of the better ones. It is a seaplane destination only and is a rugged cove noticeably lacking in any of the safety features engineered into conventional airports, and there was an amusing incongruity in the idea of taking a safety inspector on this flight, kind of like taking a preacher along on a trip to a house of ill repute.

The trip did not start out smoothly. I taxied out from Juneau's downtown boat harbor, went through the warm-up and pre-takeoff routine only to find that my headset wasn't working and that I couldn't communicate on the radio. I chose not to continue the trip and returned to the dock. It was an awkward 20-minute wait as the two of us sat in the cold airplane waiting for a ramper to drive all the way from the airport with another headset. It was obvious that mine was ancient and abused, and I felt that this delay due to equipment was already projecting the less-than-professional image that plagues Alaska. Finally it arrived and we got underway, taking off in the channel and climbing out over downtown Juneau, to proceed past the airport and out over the inside waters of Southeast Alaska.

Forty minutes later we arrived at Elfin Cove, where the wind and ocean swell made for less-than-ideal landing conditions. This small, one-way cove is nestled into mountainous terrain that faces the open water of the Pacific Ocean. Outside the cove, the water was unlandable due to a large swell, and touchdown cannot occur until the last minute, inside the small cove where the water flattens out. At this point a precision landing in a short touchdown

zone is essential, since landing too early will put you down in the ocean swell and landing too late will not leave enough room to stop before going up on the rocky beach at the end of the cove. If its not almost too late, then your touchdown is too early. Also, once on short final, you are totally committed to making a precision landing, as a go around is not possible due to the terrain surrounding the cove. That particular day, a gusty tailwind was not making things any easier. The approach involved some jockeying of the flight controls and throttle, and concluded with a firm touchdown that coincided with an immediate flap retraction.

After exchanging freight and mail for several hundred pounds of fish, we took off in a no less exciting manner, bouncing off the first swell into ground effect and setting a course back to Juneau.

Back at the boat harbor after the plane was unloaded, I had a few minutes to talk with my passenger. While I felt that the trip was conducted in reasonable safety, I was curious to hear the comments of someone who spends his days dealing with that topic.

His comments had nothing to do with the swell, wind, terrain, the necessary evils of that place, the inherent menaces to safety that are woven into the fabric of the environment. Rather, his comments had to do with the execution of safe practices regardless of the environment. I was surprised to be complimented, not on any show of good airmanship, but rather on the headset episode. He said that by incurring the awkward inconvenience of delaying the flight until another headset arrived, we break the chain of events that can lead to accidents. He noted that many accidents he sees are caused by a series of events that were set in motion by a seemingly harmless poor decision, and pointed out several places in our flight where the inability to communicate might have led to such a chain.

He made a good point, that sometimes it isn't the dramatic one-way coves that we need to focus on - we can't help but to focus on them - rather it is the seemingly unimportant choices that we compromise for the sake of expediency that often get us in trouble. We are well prepared to deal with the one-way coves, but the greater hazards are sometimes the less noticeable ones we don't acknowledge. These are the things that can insidiously circumvent our vigilance until an unforeseen, unsafe situation results that we are unprepared to deal with. He also pointed out that safety is an unrewarding goal to strive for since the result of our efforts is that nothing happens, an achievement that gets little recognition. Being safe is a thankless job since it produces no tangible result, and its success is measured by what doesn't happen. Doing what it takes to be safe is usually not rewarded, and the result does not get noticed. What does get noticed is the inconvenience of, say delaying a flight for need of a headset.

DUI (Continued from page 5)

court system meant many deals were cut and that many offenders could attend driving school and pay a fine and end up with no conviction. So the FAA requires pilots to report any type of suspension of their driving privileges. The FAA knows that nearly every state imposes an automatic drivers license suspension on people who fail a chemical or Breathalyzer alcohol test. These people would go on to get the charge reduced to "speeding" or "following too closely" in order to avoid a conviction on the real charge of DWI.

The states report to the NDR the fact someone failed a Breathalyzer or chemical test and thus was born the problem. The FAA gets the NDR data and compares it to their list of certificate holders. Then they look to see if you reported the event (the DWI) within the required 60 days. Not 60 days from the conviction (which you didn't get) but from the time your license was automatically administratively suspended.

But I thought I was just suppose to put it on my next medical application?

No and yes, the requirement to tell the FAA within 60 days is separate from that of the requirement to tell the FAA at the time of your next medical. At the time of the medical application the FAA AME will do an observation and evaluation of you to determine if you are a substance abusers. They will ask you questions about what happened, how it happened, etc. and they will include that in the report to the FAA about your medical condition.

If you have had a DWI since 1992 and did not report it to the FAA, you may have a problem.

What happens if I refuse to take the test?

Most states impose an automatic one-year suspension of your license in refusal to test cases. The up side is that you will not be needing the car to drive to work at the airport because when the FAA finds out you refused the test, they are going to revoke or suspend your certificates and medical immediately. FAR 61.16 provides as follows:

§ 61.16: Refusal to submit to an alcohol test or to furnish test results

A refusal to submit to a test to indicate the percentage by weight of alcohol in the blood, when requested by a law enforcement officer in accordance with § 91.17(c) of this chapter, or a refusal to furnish or authorize the release of the test results requested by the Administrator in accordance with § 91.17(c) or (d) of this chapter, is grounds for:

- (a) Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of that refusal; or**
- (b) Suspension or revocation of any certificate, rating, or authorization issued under this part.**

I apologize if it seems as if I have beat this to death, I just really hate hearing of pilots getting into trouble because of a lack of understanding about a regulation. If this helps one person avoid the pitfalls of an already bad situation, then it will have served a good cause. So pass this information along to fellow pilots, and during the holiday party season, consider being a designated driver or make alternate transportation arrangements. Protect the flying privileges you have worked so hard for. Have a safe holiday season.

The Wright Brothers Master Pilot Award Banquet was held on November 30 at the Westmark Gold Room in Fairbanks. Those honored were:

Richard McIntyre, Sydnor Lorenzo Stealey, Jr., Harman "Bud" R. Helmericks, James Vandervort Drew, George Capen Clayton, Randall K. Acord, Richard A. Wien, Noel Merrill Wien.

These interior pilots were honored for their contribution to aviation for 50 years or more.

Captain Brian Udell presented his account of a high speed ejection from a US Fights Aircraft at nearly 800mph.

It was a wonderful evening and great to see so many folks in the aviation community come together.



YOUR CHANCE TO IMPROVE FIELD APPROVALS

by David Karalunas
Airworthiness FAAS Team Leader, Fairbanks FSDO

The FAA is asking for your help in revising Advisory Circular (AC) 43.13-2A, "Acceptable Methods, Techniques, and Practices - Aircraft Alterations." Although you can comment on anything about the document, there is a real opportunity here to **improve Field Approvals** by submitting alteration examples that you'd like to see included in the AC, which may then be used as approved data for future alterations. Basically, we'd like to add a policy for alterations similar to the one in AC 43.13-1B, "Acceptable Methods, Techniques, and Practices - Aircraft Inspection and Repair." Quoting from the title page of AC 43.13-1B, "The repair data may also be used as approved data, and the AC chapter, page, and paragraph listed in block 8 of FAA form 337 when:

- a. the user has determined that it is appropriate to the product being repaired;
- b. it is directly applicable to the repair being made; and
- c. it is not contrary to manufacturer's data."

The above tool has worked well for repairs, allowing the holder of an Inspection Authorization (IA) or a repair station to determine that a repair meets the criteria and does not require a field approval. Imagine how useful it would be if we had the same tool for common alterations. This can become a reality if you take the time to submit your favorite alterations for consideration. Include as much information as you can, such as drawings, procedures, or other data to define the alteration. Remember, your submission should be able to obtain a field approval based on the data alone. Use AC 43-210 and your past approvals as a guide for what to submit. Bill O'Brien, our man in Washington, D.C. who is working on this project, would like to see at least 50 alterations included in the revision, so don't hold back. Now is your chance to add this tool to national guidance. Please read the Federal Register Notice below, and submit your alterations (and other comments on AC 43.13-2A) now!

32393 Federal Register

Vol. 69, No. 111 / Wednesday, June 9, 2004 / Notices

DEPARTMENT OF TRANSPORTATION Federal Aviation Administration

Proposed Revision to Advisory Circular 43.13-2A, "Acceptable Methods, Techniques, and Practices—Aircraft Alterations"

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Request for comments.

SUMMARY: The Federal Aviation Administration (FAA) is seeking advance comments on the agency's plan to update and revise Advisory Circular (AC) 43.13-2A, Acceptable Methods, Techniques, and Practices—Aircraft Alterations. The subject AC was last revised in 1977 and needs to be revised to reflect ad-

vances in aviation technology. The comments from the public will be used in developing an updated version of the AC.

DATES: Submit comments on or before June 9, 2005.

ADDRESSES: Address your comments to William O'Brien, Aircraft Maintenance Division, Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591.

FOR FURTHER INFORMATION CONTACT:

William O'Brien, Aircraft Maintenance Division, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591; telephone (202) 267-3796, facsimile (202) 267-5115, e-mail william.o'brien@faa.gov.

SUPPLEMENTARY INFORMATION: The Federal Aviation Administration (FAA) is seeking advance comments on the agency's plan to update and revise Advisory Circular (AC) 43.13-2A, Acceptable Methods, Techniques, and Practices—Aircraft Alterations. This AC provides information to mechanics and repair stations on how to perform simple alterations to non-pressurized, certificated aircraft weighing less than 12,500 pounds. The AC was last updated in 1977 and was published in the old U.S. Government Printing Office format with the uninterrupted running of page numbers that makes tracking changes and revisions to the AC difficult.

The FAA plans to include a new policy that would allow mechanics and repair stations to use acceptable data as approved data for major alterations to certain non-pressurized aircraft. The new policy would apply to a landplane, seaplane, or floatplane, fixed gear aircraft of 6,000 pounds or less maximum gross weight, of 4 seats or less, and with a reciprocating engine of 200 horsepower or less. This new policy would be similar to the policy on acceptable data contained in AC 43.13-1B, Acceptable Methods, Techniques, and Practices—Aircraft Inspection and Repair. The intent of the new policy would be to reduce the need for field approvals for alterations to certain non-pressurized aircraft without reducing the level of safety. The new policy would reduce the workload on the Flight Standards Districts Office inspectors and reduce the waiting time for FAA approval.

Comments Invited: The FAA is requesting comments on the proposed policy change and on other matters related to the subject AC. Comments, recommendations, new data, or corrections should indicate the appropriate AC chapter, page, and paragraph number when possible. Indicate on your comments that they are for Advisory Circular 43.13-2A, Acceptable Methods, Techniques, and Practices—Aircraft Alterations. An electronic copy of the current AC 43.13-2A is available on the FAA's "Regulatory Guidance Library" Web site at <http://www.airweb.faa.gov/rgl> or by contacting the individual under **FOR FURTHER INFORMATION CONTACT**.

TWAS THE NIGHT BEFORE CHRISTMAS

 Kieran O'Farrell 

Twas the night before Christmas and all on the ramp
 Not a plane was stirring, ---not even a Champ
 The Cherokee's and Cessna's were lined up with care,
 In hopes that spring soon would be there.
 The operators were buried deep in their books, glaring at red,
 While visions of rich tourist danced in their heads;
 The pilot's in their sorrel's, and mechanic's in their caps,
 had just settled down for a much deserved nap,
 When out on the ramp there rose such a clatter,
 they sprang from their chairs to see what was the matter.
 Away to the window they flew like a flash,
 dropping their snacks and tripping over the trash,
 The wild North winds horizontally blew the new fallen snow,
 obscuring the visibility below,
 when, what to all wondering eyes should appear,
 but the FAA King Air, stirring much fear.



With a little old pilot, quick with his 110A,
 The pilots knew him to be an Inspector from the FAA,
 More rapid than eagles his stories they came,
 as he looked at all the pilot's and called them by name,
 "I've seen your version of 500 & 2,
 and stared in disbelief at what you call CAVU,"
 As dry leaves before the wild Southeasters fly,
 He talked about how they flew the De Havilland's all over the sky
 He drew a breath and heaved a great sigh,
 "Now if I could just get you to know all of that weight,
 and tie down every bit of that freight,
 my Christmas Day would be just great!

If not for budget cuts he would have been assisted by elves,
 and laughed when he thought of it, there by himself,

"Now its true I'm your friendly Fed,
 but believe me when I say, you have nothing to dread"

Between you and I, I know it to be so,
 The year 2005 can be our best show,

Safety is the reason,
 that puts joy in our season,

And all of you are the best of the best,
 so this year lets not give vigilance a rest!"

Back in the King Air away he did fly,
 into that dark, starry Alaskan December sky,
 But ATC heard him exclaim as he drove out of sight,



"MERRY CHRISTMAS TO ALL, AND TO ALL A SAFE FLIGHT!"

Juneau Flight Standards District Office host a Thanksgiving Celebration for all the Operators

On November 19, the fine folks at the Juneau FSDO cooked up a feast for the Southeast operators, FSS, Airways Facilities and ATC. Temsco Helicopters generously donated the use of their facility, and while everyone gobbled (excuse the pun) up turkey, Kieran O'Farrell, FAASTeam Manager gave a review of the successful safety year we had and talked about the Safety Program. Terry Gordon, Juneau FSDO Manager handed out AMT Awards, and comradely was enjoyed by all.

The AMT Awards went to:

Diamond Award

- ACRO Helipro Global Services
- Temsco Helicopters Inc.

Gold Award

- Ryan Ruesch
- Gary Stears
- Joshua Millsaps
- Ron Gile
- Marty Icenoggle
- Michael Lammlein
- Jeffrey Wiederspohn
- Robert Vuille



Silver Award

- Jim Miller
- Kenneth Cox
- Ali Miri
- Michael McHenry



Bronze Award

- Lana West
- T.J. Erdmann
- Luke Kroh
- Paul Kometz
- Barry Spyers
- William Tow
- Robert Barker
- Casey Bell

Congratulations to all our AMT Award Winners!!!



**YOUR ALASKAN REGION
FAASTEAM WISHES YOU
HAPPY HOLIDAYS AND A SAFE
FLYING SEASON!**





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Federal Aviation Administration
Mike Monroney Aeronautical Center
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